



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 2PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090CONTRACTOR Hickey Marine SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Monday, January 29, 2001 REPORT NO. 008WEATHER Partly Cloudy, PM - Occasional Light RainTEMPERATURE 40 - 50**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:**

Hickey Marine -
Port Navigation - Navigation Manager, Captain, Crane
Operator, 2 Deck Engineers

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine -
Port Navigation - 67 Ton Water Crane, Rental Spud Barge,
Landing Barge, WLW Tugboat, Tender Don, Hickeys' Dredge Barge
(Dump Scow), Toyo Pump

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

7:45 am Jeff (Port Dredge Captain) informed me that the battery for the water pump was dead and he was leaving the site to purchase a new one.

7:50 am I met with Rob Cook (Port Navigation Manager). Rob informed me that some of the brackets supporting the water jet nozzles on the dredge pump were broken. The crew was welding the brackets back together.

I inspected the berms and silt fences at the rehandling facility and Port pumping operation areas and found them to be in good condition.

8:00 am Bob Balaski (Port Engineering Director) arrived on site to observe the pumping operation.

8:15 am Per telecon to Tim Hagedorn (Hagedorn Survey), he indicated that he would send the post-dredge survey for Terminal 5 to Port Engineering by noon today. I notified Chuck Bergstrom (Port Survey). Chuck indicated that he would have a plan copy for Construction to show Hickey Marine by this afternoon.

9:00 am Pumping of the dredge material from Hickeys' dump scow began.

Per telecon with Marcel (Port Project Engineer), I provided a project update. Marcel indicated that he would be bringing 2 consultants to the site at about 10:00 am this morning.

9:15 am I observed that there appeared to be no visible turbidity at the boat ramp area of the Port pumping site.

I observed that the Dewatering Basin of the Rehandling Facility was holding a few inches of water. I noted that there was a trickle of water coming out of the outlet pipe, at Weir No.1, and into the Freewater Basin.

9:40 am I noted that the east side silt fence at the top of the boat ramp had blown over. I notified Mitch (Port Deck Engineer). He indicated that he would repair the fencing.

10:20 am Marcel (Port Project Engineer) and 2 visitors arrived on site. The draft at the pump house end of the barge was 13.5 feet and 11 feet at the other end of the barge.

10:30 am Per voice message from Greg Speyer (Hickey), he inquired if he could pick up the post dredging survey plan from Hagedorn. Greg inquired about the availability of Terminal 5 and Terminal 6 for dredging.

Per telecon with Walt (Port Engineer), he informed me that he wanted to review the post-dredge survey prior to Hickey receiving the plan. Walt indicated that I should contact John (Port CCM) regarding Hickey picking up a plan from Hagedorn.

11:30 am Chuck B. (Port Survey) informed me that the post-dredge survey plan was completed.

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I observed that there appeared to be no visible turbidity at the boat ramp area of the Port pumping site. Barge Bin No.2 and 3 were pumped clean. The pumping of Barge Bin No.4 was nearly completed.

11:50 am I met with Marcel and Walt at the Port Building. We made a conference phone call to John (Port CCM) and Greg Speyer (Hickey). Walt indicated that, according to the post-dredge survey, Hickey met the contract requirements for dredging at Terminal 5.

12:00 pm Per telecon with Gail (OPS), she informed me that there was no access for dredging on Tuesday at Terminal 6. Berth 603, Berth 604 and Berth 605 were available on Wednesday. Gail indicated that openings on Thursday and Friday were likely, as well. I notified Greg Speyer (Hickey). I confirmed that the Port crew could finish pumping the barge tomorrow morning if necessary.

12:30 pm Per telecon to Tim (Hagedorn Survey), I informed him that Greg would be picking up a plan at his office. I notified Rob (Port Navigation Manager) and Jeff (Port Dredge Captain), via voice message, that there would be no dredging tomorrow. I indicated that they could spend a few hours finishing the pumping of the barge tomorrow morning if necessary.

1:00 pm I observed that there appeared to be no visible turbidity at the boat ramp area of the Port pumping site. The pumping of Barge Bin No.6 was nearly completed. The draft at the pump house end of the barge was 10 feet, and 6.5 feet at the other end of the barge.

1:30 pm I measured the water level at Weir No.1 to be 9.5 inches deep. Water continued to trickle out of the outlet pipe into the Freewater Basin.

I observed that there appeared to be no visible turbidity at the boat ramp area of the Port pumping site.

2:00 pm I notified Gail (OPS) that Hickey would be dredging at Terminal 6 on Wednesday.

3:00 pm I observed that there appeared to be no visible turbidity at the boat ramp area of the Port pumping site. I observed that the pumping of water and material from the barge was nearly completed. The draft at the pump house end of the barge was 5 feet, and 6.5 feet at the other end of the barge. The water level in all of the bins appeared to be acceptable, except for Bin No.2. I notified Jeff. He directed the crew to pump the excess water from Bin No.2.

3:15 pm After the pumping of Bin No.2 was completed, the draft at the pump house end of the barge was 5 feet, and 6 feet at the other end of the barge. I notified Greg Speyer (Hickey) that the barge was ready for pickup.

The berms and silt fences at the Rehandling Facility and Port pumping operation areas appeared to be in good condition with the exception of the section at the top of the boat ramp. Mitch (Port Deck Engineer) informed me that he ordered steel posts and additional fencing. He anticipated installing the silt fencing tomorrow.

3:40 pm I left the site.

TESTS PERFORMED: _____

PHONE LOG: _____

SITE PHOTOS/VIDEOS TAKEN: _____

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____

PROJECT	Terminals 5 and 6 Maintenance Dredging	CONTRACT NO.	52374/00D090
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CONTRACTOR Hickey Marine **SUPERINTENDENT** Greg Speyer

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INSPECTOR	Frank Schmidt	HRS	DATE
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(signature on hardcopy)– _____